

Sheet 12  
Traffic Data  
Collection Site

State Code: 34  
SHRP Section ID: 1003  
Effective Date: 01/01/01

Highway Route Number: NJ-15

Milepost Number: 7.30

Location: Jefferson Township, 2.2 miles South of Route Co. 517

Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:

Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: X

AVC Equipment Make/Model No: International Road Dynamics Piezo WIM System

Sensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.

Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:

Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Same as the above (permanent WIM system)

Method of Calibration: Automatic - daily; Manual - Yearly (last calibration - April 15, 2000)

Comments: *January 2001* - Missing data on January 18 due to the system failure.  
*February 2001* - Missing data, February 01,05,22 due to the system failure.

Date Prepared: March 5, 2001  
Name of Preparer: Christopher I. Zajac

Fax Number: (609) 530-3514  
Phone Number: (609) 530 4548

**Sheet 12**Traffic Data  
Collection SiteState Code: 34  
SHRP Section ID: 1003  
Effective Date: 03/01/01Highway Route Number: NJ-15Milepost Number: 7.30Location: Jefferson Township, 2.2 miles South of Route Co. 517Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: XAVC Equipment Make/Model No: International Road Dynamics Piezo WIM SystemSensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Same as the above (permanent WIM system)Method of Calibration: Automatic - daily; Manual - Yearly (last calibration - April 15, 2000)

## Comments:

April 2001 - Missing data, April 01,02,16,24 due to the system failure.

Date Prepared: May 3, 2001Name of Preparer: Christopher I. ZajacFax Number: (609) 530-3514Phone Number: (609) 530 4548

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME :

DISK ID :

BEGINNING DATE: *05-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

*May 2001 - Missing data on 5/1,24 & 29 due to the system failure*

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: <i>July 10, 2001</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT) : *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME :

DISK ID :

BEGINNING DATE: *07-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

*July 2001 – Missing data on 7/14 due to the system failure.*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME :

DISK ID :

BEGINNING DATE: *09-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2*                      [ ] HOURS      [ ] DAYS      [X] MONTHS

VEHICLE CLASSIFICATION METHOD:      FHWA *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*                      NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT:                      PORTABLE                      PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

September 2001    –    Missing data on 9/04 due to the system failure.  
October 2001        –    Missing data on 10/1, 10, 11 & 10/30 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>November 15, 2001</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT) : *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME : *.K1B  
.L 20*

DISK ID :

BEGINNING DATE: *09-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

September 2001 - Missing data on 9/04 due to the system failure.  
October 2001 - Missing data on 10/1, 10, 11 & 10/30 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>November 15, 2001</i>	

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME :

DISK ID :

BEGINNING DATE: *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

December 2001 — Missing data on 12/10 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 15, 2002</i>	

**Sheet 13**Traffic Data Files  
Transmittal FormState: ***New Jersey***  
State Code: ***34***

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
C341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
C341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
W341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA

Name of Preparer: ***Christopher I. Zajac***Phone Number: ***609/ 530-4548***Date Prepared: ***MARCH 5, 2001***FAX Number: ***609/ 530-3514***



**Sheet 13**Traffic Data Files  
Transmittal Form

State:

***New Jersey***

State Code:

***34***

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
C341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
C341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
W341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA

Name of Preparer: ***Christopher I. Zajac***Phone Number: ***609/ 530-4548***Date Prepared: ***MARCH 5, 2001***FAX Number: ***609/ 530-3514***

**Sheet 13**Traffic Data Files  
Transmittal FormState: **New Jersey**  
State Code: **34**

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
C341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
W341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
W341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA

Name of Preparer: **Christopher I. Zajac**Phone Number: **609/ 530-4548**Date Prepared: **MAY 3, 2001**FAX Number: **609/ 530-3514**

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.G2B  
C341003.G2B  
W341003.G2B

DISK ID:

BEGINNING DATE *05-02-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>July 10, 2001</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.H1B  
C341003.H1B  
W341003.H1B

DISK ID:

BEGINNING DATE: *06-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: *Christopher Zajac*  
DATE PREPARED: *July 10, 2001*

PHONE: *(609)-530-4548*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.I1B  
C341003.I1B  
W341003.I1B

DISK ID:

BEGINNING DATE *07-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.J1B  
C341003.J1B  
W341003.J1B

DISK ID:

BEGINNING DATE *08-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.K1B  
C341003.K1B  
W341003.K1B

DISK ID:

BEGINNING DATE *09-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      [ ] HOURS                      [ ] DAYS                      [X] MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: *Christopher Zajac*  
DATE PREPARED: *November 13, 2001*

PHONE: *(609)-530-4548*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.L2B  
C341003.L2B  
W341003.L2B

DISK ID:

BEGINNING DATE *10-02-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: *Christopher Zajac*  
DATE PREPARED: *November 13, 2001*

PHONE: *(609)-530-4548*



<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) : *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.M1B  
C341003.M1B  
W341003.M1B

DISK ID:

BEGINNING DATE *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: *Christopher Zajac*  
DATE PREPARED: *January 15, 2002*

PHONE: *(609)-530-4548*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION) *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION) : *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : V341003.N1B  
C341003.N1B  
W341003.N1B

DISK ID:

BEGINNING DATE *12-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 15, 2002</i>	

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ NJ-15 ] *STATE CODE [ 34 ] *SHRP SECTION ID [ 1003 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07 / 14 / 2001 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☒ OTHER (SPECIFY) ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES  
☒ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS
- ☒ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED 12
- 12 PASSES PER TRUCK
- | TRUCK | TYPE           | SUSPENSION |
|-------|----------------|------------|
| 1     | <u>class 9</u> | <u>2</u>   |
| 2     | _____          | _____      |
| 3     | _____          | _____      |
- TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW (D)72.57 (S)71.96 STANDARD DEVIATION 0.847  
 DYNAMIC AND STATIC SINGLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50-55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
 NB\_SLOW sensor 1: 0.884 sensor 2: 0.783  
 NB\_PASS sensor 1: 0.625 sensor 2: 0.459

- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than *50 trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: CHRIS ZAJAC  
 CONTACT INFORMATION: ED DATU (609) 530-5379

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ NJ-15 ] *STATE CODE [ 34 ] *SHRP SECTION ID [ 1003 ]
------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07 / 14 / 2001 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☒ OTHER (SPECIFY) ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES  
☒ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS
- ☒ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED 12
- TRUCK TYPE SUSPENSION
- | TRUCK | TYPE    | SUSPENSION |
|-------|---------|------------|
| 1     | class 9 | 2          |
| 2     |         |            |
| 3     |         |            |
- TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE) \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --- 0.74% -0.9%  
 DYNAMIC AND STATIC GVW (D)72.57 (S)71.96 STANDARD DEVIATION 0.847  
 DYNAMIC AND STATIC SINGLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50-55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
 NB\_SLOW sensor 1: 0.884 sensor 2: 0.783  
 NB\_PASS sensor 1: 0.625 sensor 2: 0.459

- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 *trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: CHRIS ZAJAC  
 CONTACT INFORMATION: ED DATU (609) 530-5379